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NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMoy, AND
FOOCHOW.

THE Company's Steamship.

"HAI-TAN."

Captain Hall, will be despatched for the above
ports, TO-MORROW, the 12th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LA PRAIRY & CO.,
General Managers.

Hongkong, 9th July, 1898. [1460]

FOR SINGAPORE, HAYE, AND
HAMBOURG.

(Taking cargo at through rates to ANTWERP,
AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, and BREMEN.)

THE Steamer.

"SEN-TA."

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Agents.

Hongkong, 9th July, 1898. [1461]

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TION COMPANY.

(UNDER MAIL CONTRACT WITH THE
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STEAM TO SHANGHAI AND KOBE.

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"MARIA VALERIE."

Captain S. Polley, will have for those places on

SATURDAY, the 16th instant, A.M.

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Agents.

Hongkong, 11th July, 1898. [1462]

COMPAGNIE DES MESSAGERIES
MARITIMES.

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Hongkong, 11th July, 1898. [1463]

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Carrying Doctor and Nurses.

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CARLOWTH & CO.,
Agents.

Hongkong, 11th July, 1898. [1462]

THE HONG-KONG AND WHAMPoa
DOCK COMPANY, LIMITED.

NOTICED is hereby given that the EXTRA-
ORDINARY GENERAL MEET-
ING called for THIS DAY (MONDAY), the
11th inst., is POSTPONED till further notice.

Dated the 8th July, 1898.

THOS. I. ROSE,
Secretary.

IN THE MATTER OF THE COMPANIES
ORDINANCES 1893 to 1898

AND

IN THE MATTER OF H. G. BROWN AND
COMPANY, LIMITED.

NOTICE is hereby given that parment to
the Companies' Ordinances 1893 to 1898, A
GENERAL MEETING of the Members
of the above-named COMPANY will be held at
the Offices of the COMPANY, No. 27, QUEEN'S
ROAD, CENTRAL, Victoria, Hongkong, on
SATURDAY, the 16th day of JULY, 1898, at
10 a.m. Notice for the purpose will be given
before such Meeting, an account showing the
name and dealing of the Liquidator as Liquidator
of the above-named Company and the
matter in which the winding up of the above-
named Company has been conducted since the
commencement of such winding up and for the
purpose of fixing the remuneration of the Li-
quidator and distributing the assets of the
Company amongst the members.

J. C. WHELEY,
Liquidator of H. G. Brown & Co., Ltd.

In Liquidation.

OLIVERS FREEHOLD MINES,
LIMITED.

NOTICE is hereby given that a CALL of
\$1.00 per Share has been made in respect of
the shares of the above-named Company
and that such CALL is PAYABLE to the
General Managers on the 15th day of
August next, at the Offices of the COMPANY,
Nos. 38 and 40, QUEEN'S ROAD, CENTRAL.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 14th June, 1898. [1478]

THE PUNJOM MINING COMPANY,
LIMITED.

THE ORDINARY SHARE CERTIFICATE
CATE No. 812 and 813 for 100 (One
hundred) Ordinary Shares numbered 31/34
31/343 and 31/344/11,993, standing in the
register of this Company, in the name of EDWARD
FINLAYSON, having been LOST, notice is
hereby given that duplicate certificates for the
amount of One hundred and 81/3 shares will be issued at
the expiration of one month from the date hereof,
and that the original certificate, if unclaimed,
will be destroyed within that period at the COMPANY'S
OFFICE, No. 9, PRATA CENTRAL, Victoria,
Hongkong, will thereafter be held by the
Company as null and void.

JAMES B. DUNCAN,
Secretary.

Hongkong, 22nd June, 1898. [1444]

THE PUNJOM MINING COMPANY,
LIMITED, IN LIQUIDATION.

THE ORDINARY SHARE CERTIFI-
CATE No. 1,529 for 10 Ordinary Shares
of the above Company, in the name of ERNST
GOETZ of Hongkong, having been LOST,
notice is hereby given that a duplicate certifi-
cate for the amount of One hundred and 15 shares
will be issued at the expiration of one month from the
date hereof and that the original certificate,
unless produced within that period at the
OFFICE of the PUNJOM MINING COMPANY,
Limited, No. 9, PRATA CENTRAL, Victoria,
Hongkong, will thereafter be held by the
Company as null and void.

JAMES B. DUNCAN,
Secretary.

Hongkong, 6th July, 1898. [1438]

Hongkong Daily Press.

ESTABLISHED 1857.

No. 12,596. 號六千五百二萬第 日三十二月五年四十二諸光

HONGKONG, MONDAY, JULY 11TH, 1898.

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九一十月七年八十九百八千春香港

PRICE \$2 PER MONTH

NOTICE
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INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL [2704]

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

A—THORNE'S BLEND, White Capsule	\$10.30
B—WATSON'S GLENCOLOGY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	19.50
C—WATSON'S ABELOUR-GLEN-LIVET, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H. K. D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND AND WATSON'S GLENCOLOGY are high class Soda Whiskies, of greater age than most brands in the market.

DELACOUR-GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour. E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co. LIMITED.
WINE AND SPIRIT MERCHANTS.

Established 1841.

Hongkong, 14th June, 1892.

NOTICE TO CORRESPONDENTS.
Orders for news items, &c., and other communications should be addressed to THE EDITOR.

Correspondence forwarded thereon and addressed with communications addressed to THE EDITOR, or to any of our correspondents, will be read and published, provided it is written in English and is not intended for publication elsewhere.

No unopened signed communications that have already appeared in other papers will be accepted.

Orders for news items, &c., from Europe, Asia, Australia, &c., should be addressed to THE EDITOR, P. O. Box No. 30. Telephone No. 12.

DEATH.—At Kingsgate, Caine Road, on Saturday morning, at 12.10, from plague, DAVID, the deeply beloved son of Emanuel and Sophie BELLOCQ, aged 16 years. Deeply regretted. [1468]

The Daily Press.

HONGKONG, JULY 11th, 1892.

MR. CONSUL H. F. BRADY has written an interesting report on the trade of Sanshui and Kongken for the period from 4th June, 1891, to the date of the opening of the port, to 31st December. He prefices his report by a few remarks descriptive of the District generally. The parts may be said to be at the apex of the delta formed by the Carter and West Rivers, a district which is remarkable for the richness of its soil and the variety and abundance of its products, as well as for the density of its population. Westwards the Shingking and its innumerable tributaries give birth to the provinces of Yunnan, Kweichow, Kwangsi, and the whole of the western portions of Kwangtung, while northwards the Plikiang, or North River, opens up to trade the large expanse of country lying south of the chain of mountains which separates Kwangtung from Hunan and Kiungs. This vast undeveloped area, Mr. BRADY continues, "has now been brought within the reach of foreign merchants, and Sanshui, from being a city of little account, bids fair to become one of great importance at no distant date." Hitherto it has taken no part in the trade of the province, and, indeed, as a local market for foreign produce, it may be doubted whether it will ever play a very conspicuous rôle; but as a treaty port it only needs careful fostering to become an important centre of distribution. Merchandise can now be laid down here direct from Hongkong on payment of import duty according to tariff, and it is no longer obliged to submit to the exactions imposed upon it by its introduction via Canton, which has hitherto been the case. Once in the port and covered by transit, pass it can proceed without fear on its way into the interior, and this measure of relief should lead to a great expansion of the trade, provided, as has been said, it is not strangled by the imposition of burdensome taxes and the syndicate system to which the provincial Government is so partial." This latter is a point that cannot be insisted upon too often or too strongly, as is illustrated by what happened in the kerosene trade. During the first few months after the opening of Sanshui, Mr. BRADY says, kerosene oil had a free field, owing to the fact that by importing direct from Hongkong, the dealers escaped the levy of the tax of 30 cents per case charged by the chiy-tang or syndicate who farmed the right to collect the toll or terminal tax on all oil consumed in the province. Nearly 85,000 gallons were consequently imported during that period, but early in December the

farmers established a station at Fokow and also started running launches to patrol the river in search of unregistered oil, and from that date up to the date of Mr. BRADY's report only 300 cases had been brought in. The merchants, Mr. BRADY says, "now realize that it is wiser to bow to the inevitable, and they procure their supplies from Canton, where the tax has already been paid upon it. In this way they are able to lay it down cheaper than if they brought it in direct from Hongkong and had to pay the kien and tsoli on arrival." If illegal levies of this sort are to be swept away it can only be by incessant vigilance and insistence on the observance of treaty rights, and for that we must look to our Consuls and Minister. But merchants themselves must be on the alert to put their rights to the test and bring infringements to the notice of the proper authorities. If they are content to do business through Chinese who are themselves directly or indirectly interested in the farming of square leviés they cannot expect to see a very great or rapid expansion of trade. Mr. BRADY in his recent report on the trade of South Chian drew attention to the desirability of the European employees of foreign firms acquiring a knowledge of the Chinese language, so as to render the firms independent of the compatriots in their transactions with native clients and customers. Mr. BRADY, in the report now before us, though he does not specially refer to the language question, says that what is wanted at Samshui "is the presence of foreign merchants or agents, and until their advent it is to be feared development will be slow." In closing our notice of an exceptionally interesting and useful report we must quote Mr. BRADY's remarks on a subject which is now attracting special attention, namely, the rules of inland navigation. After noting that only certain channels are open to foreign craft, Mr. BRADY says: "Clumsy steamers are not restricted like foreign vessels. They may take any channel that has a sufficient depth of water and suits their purpose, and they may take up and set down passengers and merchandise anywhere along their route, so that they enjoy a great advantage over foreign owned craft, and, consequently, get most if not all of the passenger traffic between this port and Canton." In the revision of the recently promulgated rules for inland navigation it is to be hoped that all influence will be swept away and foreign owned craft accorded precisely the same privileges as Chinese, which was the delayed intention when the concession was made:

Some little relief from the existing scarcity of bank notes might possibly be found in the more extensive use of cheques drawn for smaller amounts than that now generally recognised as the minimum allowed by the Banks, namely, ten dollars. As a matter of fact cheques are frequently drawn for smaller amounts, but their acceptance by the Banks is a favour upon which the public does not venture to presume too far. Some few years ago a similar state of affairs prevailed in Ceylon and that now existing in this colony and an agitation was set on foot among the Bankers to rectify it. The Banks complied with the wishes of the public in the matter, and the increased convenience was, as far as we were able to gather from the local newspapers at the time, much appreciated. Payment by cheque is, of course, attended by some extra expense, on account of the stamp duty, which would operate against it, its being very largely adopted as a substitute for notes of small denomination. To pay away \$1,000 in cheques of five dollars each, for instance, would cost \$4, whereas bank notes, when the supply is equal to the demand, can be obtained without the payment of any premium, the duty of one per cent. per annum being paid by the Banks, which find the business a profitable one, as they are only compelled to keep a reserve in specie of one third of the value of the notes in circulation and can use the other two thirds in their business, realising upon it probably six per cent. or more. Still, although cheques cost the public more than bank notes, they are a great convenience, and if the Banks would give their sanction to the reduction of the recognised minimum for which they may be drawn to five dollars it would they would be more extensively used than they now are in payment of small accounts.

The increased use of cheques, however, would only be a palliative, not a cure, for the existing inconvenience. Cheques will not pass from hand to hand like notes of small value, and the volume of currency to very any considerable amount. It follows, therefore, that we must either an increased note issue by the Banks or a Government note issue, and, for reasons explained in a previous article, the latter would be the preferable. An instance illustrating the inconveniences of the existing state of the present note issue is becoming a serious hindrance to trade, and that subject is one that ought to be taken up by the Government without delay.

The four masted barque "Crown of Germany" arrived on Saturday from Manila. She left on the 1st inst.

Mr. Frank Hazel, representing Laminco Improved Chemigraphic, arrived yesterday from Australia by the "Chrysanthemum" and will shortly be followed by the ship itself, which is coming up the Australian.

The maximum temperature last month was 91° on the 2nd, and the minimum 58° on the 10th, both for the month being 71.6. It has been generally remarked that June was an exceptionally cool month, but the mean was over, not under, the ten years' average, which is 80.5. The rainfall was 14.35 inches.

Our native correspondent at Peking writes that the high official in charge of the government, a couple of commissioners, have had their eyes opened at last to the true friendship of Russia and that the government of the country for the aid in getting back the Liaotung Peninsula has been entirely misplaced. They have also begun to perceive the disinterested help of Great Britain, but that China, while not thanking Japan for pricking the balloon and exposing the pretensions of the country, continues to feel a modicum of gratitude to that country for opening the eyes of the literati to the necessity of bursting up and keeping pace with modern civilisation and requirements, a gratitude which will greatly deepen in the future if Japan continues to show her friendship, by helping China in giving instruction to her people whenever desired, and that Great Britain is trying to prove the integrity of China. It is further reported, and I suppose correctly, that it is believed to be true that it is the intention next to dismiss from the military and naval services all foreign instructors with the exception of British, American, and Japanese officers. N. C. Dally News.

NURSES' MEMORIAL FUND.

The Honorary Treasurer begs to acknowledge receipt of the following subscriptions for the Nurses' Memorial Fund:

Capt. Berger \$6 C. E. P. 5

V. H. Deacon 10 F. C. V. Lloyd 5

H. C. Nicoll 10 F. C. V. Lloyd 5

Mr. Crockett 5 J. W. Cunningham 5

Dr. Geddes 1 A. Stewart 5

Dr. Petrie 1 W. Taylor 5

Capt. W. Kent 5 Mr. & Mrs. Easton 5

Madam D'Alton 5 Mr. & Mrs. Easton 5

Moates 5 A Friend 5

F. C. Willard 5

23/63

CHINESE OFFICIALS' OPINIONS OF RUSSIA AND GREAT BRITAIN.

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Chartered Bank of India, Australia and China Holiday, Wise & Co. Merchants; Agents for China Mutual Steam Navigation Co. Ltd.

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GERMANY AND THE PHILIPPINES.

London, 10th June.
It is reported at Washington that no definite relations exist between the United States and Germany, owing to the refusal on the part of the United States Government to give assurance not to occupy the Philippines.

11th June.

Germany desires that an international conference should be held to decide the question as to the future control of the Philippines.

15th June.

Germany still continues to offer objections to the proposition of the Americans permanently occupying the Philippines.

THE EMPEROR OF GERMANY'S VISIT TO PALESTINE.

London, 10th June.
Political importance is attached to the Emperor of Germany's approaching visit to Palestine.

THE ORANGE FREE STATE AND THE TRANSVAAL.

London, 10th June.
The Volksraad of the Orange Free State has rejected the proposal of the Transvaal for a reciprocal franchise.

THE GOVERNORSHIP OF TASMANIA.

London, 10th June.
It is reported that Sir George Macgregor, Governor of New Guinea, has succeeded Viscount Goncharon as Governor of Tasmania.

LEWES HANICAP.

London, 10th June.
The Lewes June Meeting commenced to-day, when the race for the principal handicaps resulted as under:

Lewes Handicap—1 mile.

Mr. J. George Malina, by Malina—Madcap, 6 fms.

Mr. A. W. Murray's ch. Dalemore, by Comon-d'Ungin, 3 years—Mr. B. Winter, by Cullington—Tea, 4 years.

Won in a canter.

THE REVOLT IN TURKESTAN.

London, 11th June.
Reports which have reached England from Central Asia state that the revolt of Turkestan at Fergana, in Russian Turkestan, was the result of a secret understanding with the Turkish authorities in Constantinople.

The chief towns of the province are declared to be in a state of siege. One hundred Turcomans have been arrested.

LORD WOLSEY TO BE GOVERNOR-GENERAL OF CANADA.

London, 11th June.
It is expected that Field-Marshal Lord Wolseley, Commander-in-Chief of the British Army, will, owing to his health, accept the position of Governor-General of Canada, on the retirement of the Earl of Aberdeen in October next.

PORT ARTHUR AND TAIPEIENWAH.

London, 11th June.
The newspapers have published the text of the treaty concluded between Russia and China, which, it is intended, will be signed against the basing of the Chinese and British navies in the port of Tairenwa in Russia for a period of 23 years, with the right on the part of Russia to renew the treaty at the expiration of that time for an indefinite period.

The treaty states that Port Arthur is reserved exclusively for the use of Russian and Chinese navies, and is intended to stand against the warships and armaments of foreign nations. Part of the port of Tairenwa is to be exclusively reserved for Russian and Chinese warships.

Mr. G. N. Curzon, Parliamentary Secretary to the Foreign Office, states that the documents setting forth the text of the treaty have not yet been signed; but their contents are published by the newspapers, who purport to explain the remarks he (Mr. Curzon) made in the House of Commons on Thursday last, because they overrule the Tientsin Treaty.

Referring to the occupation of Port Arthur and Tairenwa by Russia, Mr. G. N. Curzon stated in the House of Commons on 9th June that British warships would continue to exercise the treaty rights of access to all Chinese ports.

RUSSIAN OBJECTIONS TO BRITISH CAPITAL IN KOREA.

London, 11th June.
Russia has declined to permit the construction of a railway by Japan from Chimalpo to Seoul, the capital of Corea, owing to the fact that British capital is invested in the undertaking.

THE DEBATE ON MR. CHAMBERLAIN'S SPEECH.

London, 11th June.
A debate took place in the House of Commons last night, chiefly directed against the speech delivered at Birmingham by Mr. Chamberlain on May 13, in which he said that Great Britain is to follow a policy of strict isolationism in foreign affairs, but whose contents were published by the newspapers, who purport to explain the remarks he (Mr. Chamberlain) made in the House of Commons on Thursday last, because they overrule the Tientsin Treaty.

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Mr. Chamberlain, in reply, denied that there was a division in the Cabinet. Had he differed from the majority he would have resigned. He adhered to the strict isolationist policy adopted at Birmingham. Great Britain had indeed sought an alliance with Russia, and, having failed, it would be absurd to enter into fresh negotiations with that object. Mr. Chamberlain considered it was impossible to enforce the policy of the "open door" with China and, at the same time, preserve her against the attacks of Great Britain. That was the reason why Britain allied herself with a military Power she would be unable to seriously injure Russia, and that it was our duty to maintain the bonds of permanent unity with our kinsmen in the United States.

Mr. H. H. Asquith, who was Secretary of State for the Home Department, the Home Office, Admiralty, and War, and the most zealous and courageous, considering that Great Britain and Russia were the dominating forces in Asia. It was, he said, of the highest importance to cease regarding Russia as a perpetual menacing antagonist, and it was demeaning Great Britain for Mr. Chamberlain to talk to an alliance in the highways and byways of Europe.

Sir William Harcourt, leader of the Liberal party, demanded to know whether Mr. Chamberlain or Lord Salisbury was the true exponent of the foreign policy of the Government.

Mr. Chamberlain, in reply, denied that there was a division in the Cabinet. Had he differed from the majority he would have resigned.

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VESSELS ON THE BERTH.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

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NAGASAKI & KOBE			
LONDON, &c.	{ BALAARAT	W. J. Nantes	Neon, 23rd See Special Advertisement.
YOKOHAMA VIA NA.	{ ROSETTA	B. P. Bishop	6 p.m., 23rd Freight or Passage. (Pass through the Inland Sea)
GASAKI & KOBE			
SHANGHAI	{ PAMBAMATA	F. E. Preston, R.N.C.	About 23rd Freight or Passage.
LONDON	{ SHANGHAI	R. A. Potter	About 23rd Freight or Passage.
LONDON	{ MAGAZON	E. G. Andrews	About 29th Freight.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 11th July, 1898.

(SUBJECT TO ALTERATION.)

EMPRESS OF JAPAN, Comdr. G. A. Lee, R.N.C. WEDNESDAY, 20th July, 1898

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.C. WEDNESDAY, 10th Aug., 1898

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.C. WEDNESDAY, 31st Aug., 1898

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KOBE & YOKOHAMA WEDNESDAY, 13th July, at 4 P.M.

JAPANIA MARU KOBE WEDNESDAY, 13th July, at 4 P.M.

RIOJUN MARU SEATTLE, WASH., U.S.A., V. KOBE THURSDAY, 14th July, at 4 P.M.

MARSEILLE, LONDON & ANTWERPEN, V. SINGAPORE (Trans-shipping Cargo for Java Ports) PE. 4 P.M.

HAKATA MARU F. L. Sonnen TUESDAY, 19th July, at 4 P.M.

OMI MARU NAGOYA, KOBE & YOKOHAMA MONDAY, 25th July, at 4 P.M.

YAMASHIRO MARU THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE FRIDAY, 26th July, at 4 P.M.

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A. S. MIHARA,
Manager.

Hongkong, 11th July, 1898.

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Hongkong, 29th June, 1898.

(SUBJECT TO ALTERATION.)

VESSELS ON THE BERTH.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS

TO SAIL ON REMARKS

YOKOHAMA VIA SHAI, { BOJENSON

A. W. Sykes, R.N.C. About 21st Freight or Passage. (Pass through the Inland Sea)

LONDON, &c. { BALAARAT

W. J. Nantes Noon, 23rd See Special Advertisement.

YOKOHAMA VIA NA. { ROSETTA

B. P. Bishop 6 p.m., 23rd Freight or Passage. (Pass through the Inland Sea)

SHANGHAI { PAMBAMATA

About 23rd Freight or Passage.

LONDON { SHANGHAI

R. A. Potter About 23rd Freight or Passage.

LONDON { MAGAZON

E. G. Andrews About 29th Freight.

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Hongkong, 11th July, 1898.

(SUBJECT TO ALTERATION.)

H. A. RITCHIE, Superintendent.

Hongkong, 11th July, 1898.

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DESTINATION.	VESSEL'S NAME	FLAG & CO.	CAP'TN.	TIME OF LIGHT APP'D.	TO BE DESPATCHED.
LONDON	Bengal	Brit. str.	Thomson	12th Inst.	On or about 19th Inst.
LONDON	Manx	Brit. str.	Jackson	12th Inst.	On or about 23rd Inst.
LONDON VIA SUEZ CANAL	Pekan	Brit. str.	Holliday, Wm. & Co.	23rd Inst.	To-day.
LONDON VIA STRAITS	Ballarat	Brit. str.	Conrad	21st Inst.	On about 15th Inst.
SEREMBEN VIA PORTS OF CALL	Byrons	Brit. str.	Produs	21st Inst.	On 19th Inst., at 9 A.M.
MARSEILLE, LONDON, &c.	Hokkaido Maru	Brit. str.	Sommer	21st Inst.	On 16th Inst., at 9 A.M.
MALACCA, LONDON, &c.	Vedone	Brit. str.	Sander, Weller & Co.	21st Inst.	To-day.
VANCOUVER, SHANGHAI, &c.	Empress of Japan	Brit. str.	Jane	21st Inst.	On 21st Inst., at Noon.
VICTORIA, B.C. VIA SHANGHAI, &c.	Rioja	Brit. str.	Dowell, Carlill & Co.	13th Inst.	On 13th Inst., at Noon.
VICTORIA, B.C. & TAUSSUNG, V. SHAI	Victoria	Brit. str.	Tridgebridge	13th Inst.	On 13th Inst., at Noon.
VICTORIA, B.C. & TAUSSUNG, V. SHAI	Roja	Brit. str.	Moses	13th Inst.	On 13th Inst., at 4 P.M.
SEATTLE, WASHINGTON, V. KORE	Seattle	Brit. str.	Outchard	13th Inst.	On 13th Inst., at Noon.
NEW YORK VIA SUEZ CANAL	Seattle	Brit. str.	Georgi	13th Inst.	Quick despatch.
NEW YORK	Seattle	Brit. str.	Connolly	13th Inst.	On or about 15th Inst.
NEW YORK	Seattle	Brit. str.	Dowell, Carlill & Co.	13th Inst.	On or about 20th Inst.
NEW YORK	Seattle	Brit. str.	Shaw, Tomes & Co.	13th Inst.	On or about 25th Inst.
NEW YORK	Seattle	Brit. str.	Stewart, Weller & Co.	13th Inst.	Quick despatch.
NEW YORK	Seattle	Brit. str.	Gibb, Livingston & Co.	13th Inst.	On 13th Inst., at Noon.
NEW YORK	Seattle	Brit. str.	Siemens & Co.	13th Inst.	On 13th Inst., at 4 P.M.
NEW YORK	Seattle	Brit. str.	Siemens & Co.	13th Inst.	On 13th Inst., at 9 A.M.
NEW YORK	Seattle	Brit. str.	Siemens & Co.	13th Inst.	On 13th Inst., at 1 P.M.
NEW YORK	Seattle	Brit. str.	Siemens & Co.	13th Inst.	On 13th Inst., at 4 P.M.
NEW YORK	Seattle	Brit. str.	Siemens & Co.	13th Inst.	On 13th Inst., at 9 P.M.
NEW YORK	Seattle	Brit. str.	Siemens & Co.	13th Inst.	On 13th Inst., at 12 M.
NEW YORK	Seattle	Brit. str.	Siemens & Co.	13th Inst.	On 13th Inst., at 1 P.M.
NEW YORK	Seattle	Brit. str.	Siemens & Co.	13th Inst.	On 13th Inst., at 4 P.M.
NEW YORK</					